

REMARKS

Claims 1-12 and 14-20 are now pending in the application. Claims 1-20 stand rejected. Claim 13 has been cancelled. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

DRAWINGS

Formal drawings illustrating Figures 1 through 3 are submitted herewith to replace the informal drawings illustrating Figures 1 through 3 originally filed with the application.

REJECTION UNDER 35 U.S.C. § 103

1. Claims 1, 4-11 and 14-20 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Wright et al. (U.S. Pat. No. 6,160,998) in view of Houlberg et al. (U.S. Pat. No. 5,307,505). This rejection is respectfully traversed.

Regarding Claims 1 and 4-10, Claim 1 had been amended as set forth above to recite, "A method for remotely downloading data to a selected one of a plurality of avionics line replaceable units (LRUs) on an aircraft, said method comprising: transmitting a message wirelessly to a receiver on the aircraft identifying an LRU to which data is to be downloaded; remotely operating a software-controlled switch to electronically configure a communication path between the identified LRU and an aircraft data services link (ADSL) in response to a command from the receiver identifying the LRU; and wirelessly downloading data from the receiver to the identified LRU utilizing the remotely electronically configured communication path."

Neither Wright et al., Houlberg et al. nor the combination thereof describe, show or suggest a method for remotely downloading data to a selected one of a plurality of avionics line replaceable units (LRUs) on an aircraft including the limitations recited in amended Claim 1. For example, neither Wright et al., Houlberg et al. nor the combination thereof describe, show or suggest a method for remotely downloading data to a selected one of a plurality of avionics line replaceable units (LRUs) on an aircraft including remotely operating a software-controlled switch to electronically configure a communication path between an identified line replaceable unit (LRU) and an aircraft

AMENDMENTS TO THE DRAWINGS

The attached "Replacement Sheets" of formal drawings include Figures 1 through 3. These sheets of formal drawings are to replace the original sheets of informal drawings including Figures 1 through 3 originally filed with the application.

Attachment: Replacement Sheets

data services link (ADSL) in response to a command from a receiver identifying the LRU.

Rather, Wright et al. describes a method for exchanging data to and from an aircraft using a spread spectrum transceiver that downloads data as the aircraft approaches the destination airport.

Additionally, Houlberg et al. describes a rapid reprogramming terminal (RRT) 20 for reprogramming electronic systems on board an aircraft. The RRT includes a front panel 43, which includes a power switch 44, a reset switch 45, a mux/direct switch 46, a down/up switch 47, a verify/load switch 48 and an execute/skip 49. The power switch 44 turns power on and off to RRT 20, reset switch 45 resets RRT 20 and mux/direct switch 46 directs the loading of data into the on board systems. The down/up switch 47 allows data to be loaded from RRT 20 to the on board system. The verify/load switch 48 allows data to be either up loaded or down loaded to/from RRT 20 depending on the position of switch 47. An operator presses the switches to load the data file. As shown in Figure 2A of Houlberg et al., switches 44-49 are mechanical switches operated in response to manual manipulation by an operator located at the RRT 20 front panel 43. More particularly, Houlberg et al. describes manually positioning switches 44-49, responsive to a choice or decision made by an operator to load or not load a data file, not "remotely operating a software- control electronic switch....responsive to a command from a receiver identifying an LRU to which data is to be downloaded".

Furthermore, the combination of Wright et al. in view of Houlbert et al. does not describe, show or suggest the method for remotely downloading data to a selected one of a plurality of avionics line replaceable units (LRUs) on an aircraft as recited in amended Claim 1. Further yet, Applicants respectfully submit that there is no teaching, suggestion or motivation supporting a combination of the cited references. Obviousness cannot be established by merely suggesting it would have been obvious to one of ordinary skill in the art to have selected an alternative design choice. The references themselves must provide some teaching whereby Applicants' combination would have been obvious. Interconnect Planning, 227 USPQ 551.

Therefore, for at least the reasons set forth above, Applicants respectfully submit that amended Claim 1 is patentable over Wright et al. in view of Houlberg et al.

Claims 4-10 depend from amended Claim 1. Therefore, when the recitations of Claims 4-10 are considered in combination with the recitations of amended Claim 1, Applicants submit that Claims 4-10 are likewise patentable over Wright et al. in view of Houlberg et al.

Regarding Claims 11 and 14-19, Claim 11 has been amended, as shown above, to recite limitations similar to the limitations recited in amended Claim 1. Thus, in accordance with the remarks set forth above with regard to amended Claim 1, Applicants submit that amended Claim 11 is likewise patentable over Wright et al. in view of Houlberg et al.

Claims 14-19, depend from amended Claim 11. When the recitations of Claims 14-19 are considered in combination with the recitations of amended Claim 11, Applicants submit that Claims 14-19 are likewise patentable over Wright et al. in view of Houlberg et al.

Regarding Claim 20, Claim 20 has been amended, as shown above, to recite limitations similar to the limitations recited in amended Claim 1. Thus, in accordance with the remarks set forth above with regard to amended Claim 1, Applicants submit that amended Claim 20 is likewise patentable over Wright et al. in view of Houlberg et al.

For at least the reasons set forth above, Applicants respectfully request that the §103 rejections of Claims 1, 4-11 and 14-20 be withdrawn.

2. Claims 2, 3 and 12 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Wright et al. (U.S. Pat. No. 6,160,998) in view of Houlberg et al. (U.S. Pat. No. 5,307,505) and Weiler et al. (U.S. Pat. No. 5,970,395). This rejection is respectfully traversed. Claim 13 has been cancelled.

Claims 2 and 3 depend from amended Claim 1, which, in accordance with the remarks set forth above, Applicants respectfully submit is patentable over the cited references Wright et al. in view of Houlberg et al. Thus, when the recitations of Claims 2 and 3 are considered in combination with the recitations of amended Claim 1, Applicants submit that Claims 2 and 3 are patentable over Wright et al. in view of Houlberg et al. and Weiler et al.

Claim 22 depends from amended Claim 11, which, in accordance with the remarks set forth above, Applicants respectfully submit is patentable over the cited references Wright et al. in view of Houlberg et al. Thus, when the recitations of Claim 12 are considered in combination with the recitations of amended Claim 11, Applicants submit that Claim 12 is patentable over Wright et al. in view of Houlberg et al. and Weiler et al.

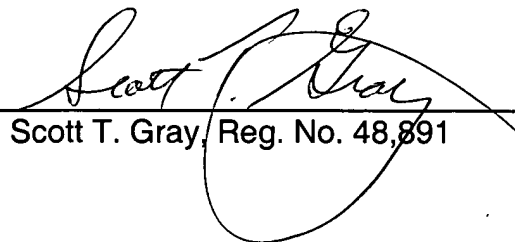
For at least the reasons set forth above, Applicants respectfully request that the §103 rejections of Claims 2, 3 and 12 be withdrawn.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (314) 726-7525.

Respectfully submitted,

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